

Office of Naval Research
Department of the Navy
Contract Nonr 220(41)

AN APPROXIMATE NUMERICAL SCHEME FOR THE THEORY OF
CAVITY FLOWS PAST OBSTACLES OF ARBITRARY PROFILE

by

T. Yao-tsu Wu and D. P. Wang

Reproduction in whole or in part is permitted for any purpose
of the United States Government

Hydrodynamics Laboratory
Kármán Laboratory of Fluid Mechanics and Jet Propulsion
California Institute of Technology
Pasadena, California

AN APPROXIMATE NUMERICAL SCHEME FOR THE THEORY OF
CAVITY FLOWS PAST OBSTACLES OF ARBITRARY PROFILE

by

T. Yao-tsu Wu and D. P. Wang

Kármán Laboratory, California Institute of Technology

Recently an exact theory for the cavity flow past an obstacle of arbitrary profile at an arbitrary cavitation number has been developed by adopting a free-streamline wake model. The analysis in this general case leads to a set of two functional equations for which several numerical methods have been devised; some of these methods have already been successfully carried out for several typical cases on a high speed electronic computer.

In this paper an approximate numerical scheme, somewhat like an engineering principle, is introduced which greatly shortens the computation of the dual functional equations while still retaining a high degree of accuracy of the numerical result. With such drastic simplification, it becomes feasible to carry out this approximate numerical scheme even with a hand computing machine.

INTRODUCTION

A free-streamline wake model has been recently introduced by one of the authors (Wu [1]³) to treat the fully and partially developed cavity flow or wake flow past an inclined flat plate. The exact solution of this problem can be expressed in a closed form for the entire range of the cavitation number as the cavity decreases from an infinite length to a vanishingly small leading edge bubble as the cavity disappears.

This theory has been further generalized by the authors [2] to consider the cavity flow past an obstacle of arbitrary profile at an arbitrary cavitation number. The analysis in this general case leads to a set of two functional integral equations for which the numerical methods seem to be the only means of obtaining an accurate solution. For this purpose several numerical methods have already been developed; they fall in the following categories: (i) an integral iteration method, (ii) a differential perturbation, and (iii) discretization of the slope function, all iterations or perturbations being referred with respect to a known basic flow. Of these methods the integral iteration seems to be the most general and versatile, as has been exhibited by the results of its applications in several typical cases. This iteration program is relatively simple and straightforward for a high speed electronic computer, and the accuracy of the result as high as four significant figures can be easily achieved.

The purpose of this paper is to introduce an even simpler approximate numerical scheme, which appears in a way like an engineering principle, for calculation of the dual functional equations. As shown in several actual applications, this approximate method has greatly shortened the computation of the dual functional equations while still retaining a high degree of

3. Numbers in brackets designate References at end of paper.

accuracy of the numerical result. As a specific example, the circular arc hydrofoil of total arc angle 16° has been evaluated by the original integral iteration and this proposed approximate numerical method. For each prescribed cavitation number and angle of attack and for a designated interval size for the numerical integration, the computer time for a single iteration in solving the dual functional equation by the integral iteration method on an IBM-7090 computer has been recorded to take about 30 seconds. By adopting the approximate scheme, the corresponding computer time for a single iteration using the same integration program on the same computer is reduced to 3 seconds. This remarkable saving in time and effort is very desirable, especially when there are a large number of cases to be computed. Furthermore, with such drastic simplification, this approximate numerical scheme is considered to be quite feasible even for a hand computing machine. It is in this sense that this method may serve its engineering purposes in future applications.

THE CAVITY FLOW THEORY

The cavity flow theory for which this approximate numerical scheme is to be proposed has been presented in an earlier paper [2]. In order to facilitate the subsequent discussion and to make this work self-contained, we summarize this theory in the following.

The problem in question is the two-dimensional flow of an incompressible fluid past a solid obstacle, forming a wake or cavity bounded laterally by free-streamlines (see Figure 1). The detachment points A and B at which the free streamlines separate from the body may be either fixed or of the type of smooth detachment; in the latter case they are not known *a priori*. The wetted surface of body may be expressed parametrically in terms of the rectangular coordinates

$$x = x(s), \quad y = y(s), \quad \text{for } 0 \leq s \leq S, \quad (1a)$$

where S is the total arc length of the wetted surface; and the inclination angle of the body surface with the x -axis is

$$\beta(s) = \arctan \left(\frac{dy}{ds} / \frac{dx}{ds} \right), \quad 0 \leq s \leq S. \quad (1b)$$

According to this wake model, the flow is approximately described by an equivalent potential flow past the body with an infinitely long wake which consists of a near-wake of constant under-pressure $p = p_c$ (as shown in Fig. 1, the near-wake is bounded laterally by free-streamlines AC and BC') and a far-wake that trails further downstream (bounded by streamlines CI and C'I) along which the pressure p increases from p_c to p_∞ as the point I at infinity is approached.

In terms of the complex variable $z = x + iy$, and the complex potential $f = \phi + i\psi$, we have the complex velocity

$$w = \frac{df}{dz} = u - iv = q e^{-i\theta} \quad (2)$$

which satisfies the following boundary conditions:

$$w = U e^{-i\alpha} \quad \text{at } z = \infty, \quad (3a)$$

$$q \equiv |w| = q_c = 1 \quad \text{along AC and BC'}, \quad (3b)$$

$$\begin{aligned} \theta \equiv -\arg w &= \beta(s) + \pi & \text{along AD, } 0 \leq s \leq s_0, \\ &= \beta(s) & \text{along DB, } s_0 \leq s \leq S, \end{aligned} \quad (3c)$$

where D denotes the stagnation point. In Eq.(3b) the constant speed q_c along the cavity boundary is normalized to unity, hence from the Bernoulli equation

$$p + \frac{1}{2} \rho q^2 = p_\infty + \frac{1}{2} \rho U^2 = p_c + \frac{1}{2} \rho q_c^2 \quad (4)$$

we have

$$U = (1 + \sigma)^{-1/2} \quad (5a)$$

where

$$\sigma \equiv (p_{\infty} - p_c) / \left(\frac{1}{2} \rho U^2 \right), \quad (5b)$$

σ being the wake under-pressure coefficient, or the cavitation number for cavity flows. The description of the model is completed with the assumption that both f and w assume respectively the same value at the points C and C' and that the free streamlines CI and $C'I$ form a branch slit of undetermined shape in the w -plane.

It is convenient to introduce the parametrization by which the solution is expressed in terms of an analytic function in the lower half unit circle of a t -plane, with the circular arc corresponding to the constant pressure free boundary and the diameter to the wetted surface in such a way that this parameter plane becomes the hodograph as the arbitrary wetted surface is degenerated into a flat plate. Thus the solution is best represented in the following parametric form

$$f(t) = \frac{At^2}{(t-t_0)(t-\bar{t}_0)(t-t_0^{-1})(t-\bar{t}_0^{-1})}, \quad (6)$$

$$w(t) = t \exp \left\{ -\frac{(1-t^2)}{\pi} \int_{-1}^1 \frac{\beta(\tau) d\tau}{(\tau-t)(\tau t-1)} \right\}, \quad (7)$$

where A is a real constant, t_0 is the undetermined image point of $z = \infty$, and $\beta(\tau)$ represents the inclination angle at the point $t = \tau$ on the real t -axis. That Eqs. (6) and (7) provide the required solution can be readily established as follows. From the local conformal behavior of the streamlines near the point of infinity (or $t = t_0$) and the stagnation point ($t = 0$), it follows that f must have a simple pole at $t = t_0$ and f is of order t^2 as $t \rightarrow 0$. The remaining three poles of f at \bar{t}_0 , $1/t_0$, $1/\bar{t}_0$ are the reflections of the pole at t_0 into the real t -axis and then into the unit circle $|t| = 1$ so that the real diameter and the circle $|t| = 1$ are ensured to be the

bounding streamlines on which $\psi = 0$. Furthermore, this model requires f to be a one-valued function in the half circle of the t -plane. This establishes Equation (6).

We next notice that on the circle $|t| = 1$, the exponent in the curly bracket of Eq.(7) is purely imaginary and hence Condition (3b) is satisfied. Furthermore, when β is everywhere continuous $t = 0$ is the only stagnation point; and as an interior point t approaches a boundary point τ on the real diameter, it is readily seen from Eq.(7) that

$$\begin{aligned}\theta = -\arg w &= \beta(\tau) + \pi & \text{for } -1 < \tau < 0, \\ &= \beta(\tau) & \text{for } 0 < \tau < 1.\end{aligned}$$

Condition (3c) is therefore satisfied if a one-to-one relationship between the arc length s and the point τ on the real t -axis can be established. To determine this relationship, we first complete the solution by providing the physical z -plane by integration

$$z(t) = \int_{-1}^t \frac{1}{w(t)} \frac{df}{dt} dt. \quad (8a)$$

In particular, on the body surface (t real and $-1 < t < 1$),

$$z(t) = \int_{-1}^t e^{i\beta(t)} \exp \left\{ \frac{(1-t^2)}{\pi} \int_{-1}^{*1} \frac{\beta(\tau) d\tau}{(\tau-t)(\tau t-1)} \right\} \frac{df}{dt} \frac{dt}{t} \quad (8b)$$

where $*$ above the integral sign signifies the Cauchy principal value. Since $dz = e^{i\beta} ds$, and since for real t , $-1 < t < 1$,

$$\int_{-1}^{*1} \frac{d\tau}{(\tau-t)(\tau t-1)} = 0,$$

it follows that the arc length $s(t)$ along the body surface is

$$s(t) = \int_{-1}^t \exp \left\{ \frac{(1-t^2)}{\pi} \int_{-1}^1 \frac{\beta(\tau) - \beta(t)}{(\tau-t)(\tau t-1)} d\tau \right\} \frac{df}{dt} \frac{dt}{t}. \quad (9)$$

Finally, application of condition (3a) to Eq.(7) yields

$$U e^{-i\alpha} = t_0 \exp \left\{ -\frac{(1-t_0^2)}{\pi} \int_{-1}^1 \frac{\beta(\tau) d\tau}{(\tau-t_0)(\tau t_0-1)} \right\}. \quad (10)$$

For the direct problems, U , α are prescribed and the inclination angle β is given as a function of the arc length s instead of τ (see Eq.(1b)), then Eqs. (9) and (10) provide a set of two functional integral equations for the complex parameter t_0 and the arbitrary real function $\beta(s(t; t_0))$. Finally, the real coefficient A is fixed by the physical scale which requires

$$s(1) = S \quad \text{at} \quad t = 1. \quad (11)$$

In case the detachment at A, B is of the smooth type, their location can be determined by imposing in addition the finite curvature condition that the curvature of the free streamline at a smooth-separation point must not be infinite. This condition can be written as

$$\lim_{t \rightarrow \pm 1} \left\{ \frac{1}{t} + \frac{1}{\pi} \frac{d}{dt} \int_{-1}^1 \left(\frac{1}{\tau-t} - \frac{t}{\tau t-1} \right) \beta(\tau) d\tau \right\} = 0. \quad (12)$$

With $\beta(s(t; t_0))$, t_0 and A so determined (from Eqs. (9) - (12)), the lift L and drag D are given by (see Reference [2])

$$D + iL = \pi \rho \left\{ \frac{1}{U} B G - U \overline{B G} \right\}, \quad (13a)$$

where

$$B = \frac{A t_0^3 \bar{t}_0}{(t_0 - \bar{t}_0)(1 - t_0^2)(1 - t_0 \bar{t}_0)}, \quad (13b)$$

$$G(t_0) = \frac{1}{t_0} + \frac{1}{\pi} \int_{-1}^1 \left[\frac{1}{(\tau-t_0)^2} + \frac{1}{(\tau t_0-1)^2} \right] \beta(\tau) d\tau. \quad (13c)$$

The pressure distribution at the solid surface (t real, $-1 < t < 1$) is given parametrically by $s(t)$ of Eq.(9) and the following pressure coefficient

$$C_p(t) \equiv \frac{p-p_\infty}{\frac{1}{2} \rho U^2} = 1 - (1+\sigma) w \bar{w} = 1 - (1+\sigma) t^2 \exp \left[\frac{2(1-t^2)}{\pi} \int_{-1}^1 \frac{\beta(t) - \beta(\tau)}{(\tau-t)(\tau t-1)} d\tau \right]. \quad (14)$$

THE ORIGINAL INTEGRAL ITERATION METHOD

Several numerical methods of solution for the above dual functional equations (9), (10) have been proposed previously in Reference [2]. Of these methods perhaps the most versatile and suitable for the general purpose is the so-called "integral iteration method" which can be summarized as follows. Equations (9) and (10) may be rewritten for the iteration scheme as

$$\frac{1}{A^{(n)}} s^{(n)}(t; t_0^{(n)}) = \int_{-1}^t \mathcal{E}[\beta(s^{(n-1)}(t; t_0^{(n-1)}))] \frac{d}{dt} \left[\frac{f(t; t_0^{(n-1)})}{A^{(n-1)}} \right] \frac{dt}{t}, \quad (15)$$

$$t_0^{(n)} = U e^{-i\alpha} \mathcal{F}[\beta(s^{(n-1)}(t; t_0^{(n-1)}))], \quad (16)$$

for $n = 1, 2, 3, \dots$, where

$$\mathcal{E}[\beta(s(t; t_0))] \equiv \exp \left\{ \frac{(1-t^2)}{\pi} \int_{-1}^1 \frac{\beta(\tau) - \beta(t)}{(\tau-t)(\tau t - 1)} d\tau \right\}, \quad (17)$$

$$\mathcal{F}[\beta(s(t; t_0))] \equiv \exp \left\{ \frac{(1-t_0^2)}{\pi} \int_{-1}^1 \frac{\beta(\tau) d\tau}{(\tau-t_0)(\tau t_0 - 1)} \right\}. \quad (18)$$

The lowest order of $s^{(n)}(t)$ appearing in Eqs.(15) and (16) is $s^{(0)}(t; t_0^{(0)})$ which may be taken from an appropriately chosen basic flow. The basic reference flow should be chosen as simple as practical and as effective. For example, one may choose an inclined flat plate, particularly when $\beta(s)$ is everywhere small. When $\beta(s)$ is moderate or large, as an alternative a two-sided polygon may be chosen with appropriate surface inclinations. For each iteration in Eqs.(15) and (16) with $n = 0, 1, 2, \dots$, we let $\beta(s^{(n)}(t))$ assume the corresponding value of the prescribed $\beta(s)$ of the given profile with $s = s^{(n)}(t)$, this being possible when $A^{(n)}$ is so determined that each $s^{(n)}(t)$ satisfies Condition (11). As a further note, the problem of smooth detachment requires application of the same iteration procedure to the additional condition (12).

The above iteration method has been programmed and carried out on an IBM-7090 computer with a prescribed maximum allowable error for $|s^{(n+1)} - s^{(n)}|$ and $|t_o^{(n+1)} - t_o^{(n)}|$. From the actual performance in several specific cases as reported in Reference [2], the convergence of this iteration method has been found to be quite fast in all the cases tried. However, in view of considerable amount of complicated numerical integrations involved in these iterations, it calls for a high speed electronic computer almost as a necessary tool.

We now introduce an approximate numerical scheme by which most of the complicated computations can be curtailed or avoided.

SINGLE-PARAMETER ITERATION PRINCIPLE - AN APPROXIMATE NUMERICAL SCHEME

The proposed approximate numerical scheme can be described by the following steps:

(i) For planar bodies with small camber, that is, $\beta(s)$ is everywhere small, we first neglect β in Eq.(9), giving for $s(t)$ an approximate value

$$s_*(t; t_o) = \int_{-1}^t \frac{df}{dt} \frac{dt}{t} = \left[\frac{f(t)}{t} \right]_{-1}^t + \int_{-1}^t \frac{f(t)}{t^2} dt \quad (19a)$$

which can be integrated in a closed form

$$s_*(t; t_o) + b = \frac{At}{(t-t_o)(t-\bar{t}_o)(t-t_o^{-1})(t-\bar{t}_o^{-1})} + B \left[\frac{1}{t_o^2} \log(t-t_o) - \log(t-\frac{1}{t_o}) \right] + \bar{B} \left[\frac{1}{\bar{t}_o^2} \log^*(t-\bar{t}_o) - \log(t-\frac{1}{\bar{t}_o}) \right] \quad (19b)$$

where the coefficient B is given by Eq.(13b) (and hence proportional to constant A), and the real constant b is of such value as to make $s_* = 0$ at $t = -1$. The constant factor A on the right hand side of Eq.(19) is determined by again using Condition (11). The above function $s_*(t; t_o)$ has the same formal

expression as that for the flat plate case except that now t_0 is so far undetermined.

For the case in which the inclination angle $\beta(s)$ is no longer everywhere small, one may also at this stage approximate $s(t; t_0)$ by the corresponding solution of an adequately chosen symmetric wedge or an asymmetric wedge (a bent flat plate), the solution of these two cases being available in simple closed forms (see Reference [2]). These known solutions will also be denoted symbolically by $s_*(t; t_0)$, with t_0 still being "floating".

(ii) We next approximate $\beta(\tau)$ in Eq.(10) by

$$\beta(t) \equiv \beta(s(t; t_0)) \approx \beta(s_*(t; t_0)) , \quad (20)$$

and then determine t_0 from Eq.(10) by iteration until the error $|t_0^{(n+1)} - t_0^{(n)}|$ is within a prescribed limit.

(iii) With t_0 so determined and $\beta(t)$ approximated by Eq.(20), $s(t; t_0)$ can now be calculated from Eq.(9), $C_p(t)$ from Eq.(14), the lift L and drag D from Eq.(13), and likewise the other flow quantities.

It may be noted that the most significant saving in computation efforts comes from the curtailment of the complicated iteration in Eq.(15) which involves a double integration each time around. With this simplification, the iteration is reduced to one with respect to a single complex parameter t_0 which is now governed by Eq.(10) alone and for which the process involves only a single integration. In fact the numerical computation is so much simplified that, even without the facility of high speed electronic computers, it becomes quite feasible to carry out this approximate numerical scheme on a hand computer. The success and the advantages of this approximate method have been demonstrated in a few specific applications already made, as compared with the corresponding exact solutions.

As a definite example, the circular arc hydrofoil of total arc angle 16° has been considered for a range of the incidence angle α and the cavitation number σ . The original integral iteration method has been programmed for the IBM-7090 computer, the accuracy of the numerical integration with respect to t in Eqs.(15), (16) being found satisfactory with 320 intervals between $t = -1$ and 1. For each prescribed α and σ , the computer time for a single iteration of Eqs.(15) and (16) using this program has been recorded to take about 30 seconds: the iteration continues until the error of t_0 becomes less than 10^{-4} , the corresponding error of $s(t; t_0)$ appears to be even smaller in this case. By adopting the present approximate method, the result shows that the convergence of the iteration in calculating t_0 is also very fast. As a consequence of the simplifications introduced, the total computer time for each iterative calculation of t_0 is reduced to a mere 3 seconds -- a saving of 90% in computer time. The accuracy of this approximate method is clearly indicated by its comparison with the exact method of integral iteration, as shown in Table I. Both methods yield in this case very accurate results, which cannot be distinguished in the graphic plotting. The final results of the lift and drag coefficients of the circular arc are shown versus σ in Figures 2 and 3, in which Parkin's experimental data [3] are included for comparison. For small α the curve terminates at a certain critical value of σ at which the point C' in Fig. 1 approaches the trailing edge B, indicating the flow going through transition to the partially cavitating type [1] for further increase in σ . It is worth emphasizing that the accuracy of the present approximate method is uniformly valid in the angle of attack α , as can be noted from Table I.

It may also be pointed out here that the advantages of this approximate method can be fully utilized in computing the exact solution by simply transferring the numerical results of the approximate solution as the initial data

into the program of the integral iteration scheme, as given by Eqs. (15) - (18), which is the logical scheme of the two methods.

ACKNOWLEDGMENTS

This work was supported by the U. S. Office of Naval Research under Contract Nonr - 220 (41). Reproduction in whole or in part is permitted for any purpose of the United States Government.

REFERENCES

1. T. Y. Wu, "A wake model for free streamline flow theory, Part I. Fully and partially developed wake flows and cavity flows past an oblique flat plate", J. Fluid Mech., Vol. 13, 1962, pp. 161 - 181.
2. T. Y. Wu and D. P. Wang, "A wake model for free streamline flow theory, Part II. Cavity flows past obstacles of arbitrary profile", Hydro. Lab. Report No. 97-4, California Institute of Technology, Pasadena, Calif., May 1963.
3. B. R. Parkin, "Experiments on circular-arc and flat-plate hydrofoils in non-cavitating and full cavity flows", J. Ship Research, Vol. 1, 1958, pp. 34-56: also issued Hydro. Lab. Rept. 47-7, Calif. Inst. Tech., Pasadena, Calif., Feb. 1956.

TABLE I

Comparison of Original Integral Iteration
and the Approximate Numerical Method
Circular Arc Hydrofoil of Semi-arc Angle $\gamma = 8^\circ$

		Original Integral Iteration Method		Approximate Numerical Method	
α	σ	C_L	C_D	C_L	C_D
5°	0.01	0.28698	0.02100	0.28585	0.02079
	0.1	0.33436	0.02417	0.33335	0.02393
	0.18	0.40187	0.02883	0.40125	0.02856
	0.3	0.53344	0.03904	0.53346	0.03884
10°	0.01	0.37744	0.05805	0.37681	0.05777
	0.1	0.42222	0.06494	0.42159	0.06462
	0.2	0.49173	0.07576	0.49120	0.07540
	0.4	0.67804	0.10606	0.67805	0.10567
	0.53	0.82120	0.13057	0.82179	0.13033
15°	0.01	0.45080	0.10896	0.45061	0.10867
	0.1	0.49714	0.12029	0.49749	0.12010
	0.2	0.56135	0.13598	0.56190	0.13578
	0.4	0.72224	0.17636	0.72316	0.17614
	0.6	0.91408	0.22575	0.91570	0.22561
	0.7	1.01779	0.25302	1.01969	0.25295
20°	0.01	0.50741	0.17031	0.50748	0.17005
	0.1	0.55699	0.18705	0.55707	0.18668
	0.2	0.62013	0.20854	0.62026	0.20823
	0.4	0.76819	0.25959	0.76900	0.25939
	0.6	0.93968	0.31960	0.94102	0.31945
	0.8	1.12722	0.38630	1.12907	0.38624
	1.0	1.32524	0.45765	1.32747	0.45788
25°	0.01	0.54762	0.23907	0.54785	0.23884
	0.1	0.59912	0.26161	0.59963	0.26147
	0.2	0.66207	0.28938	0.66267	0.28923
	0.4	0.80348	0.35239	0.80434	0.35225
	0.6	0.96187	0.42372	0.96301	0.42358
	0.8	1.13281	0.50149	1.13427	0.50139
	1.0	1.31270	0.58407	1.31447	0.58406
30°	0.01	0.57201	0.31250	0.57237	0.31244
	0.1	0.62483	0.34143	0.62541	0.34135
	0.2	0.68751	0.37594	0.68817	0.37586
	0.4	0.82380	0.45154	0.82467	0.45146
	0.6	0.97237	0.53463	0.97352	0.53458
	0.8	1.13051	0.62380	1.13191	0.62379
	1.0	1.29581	0.71757	1.29749	0.71762

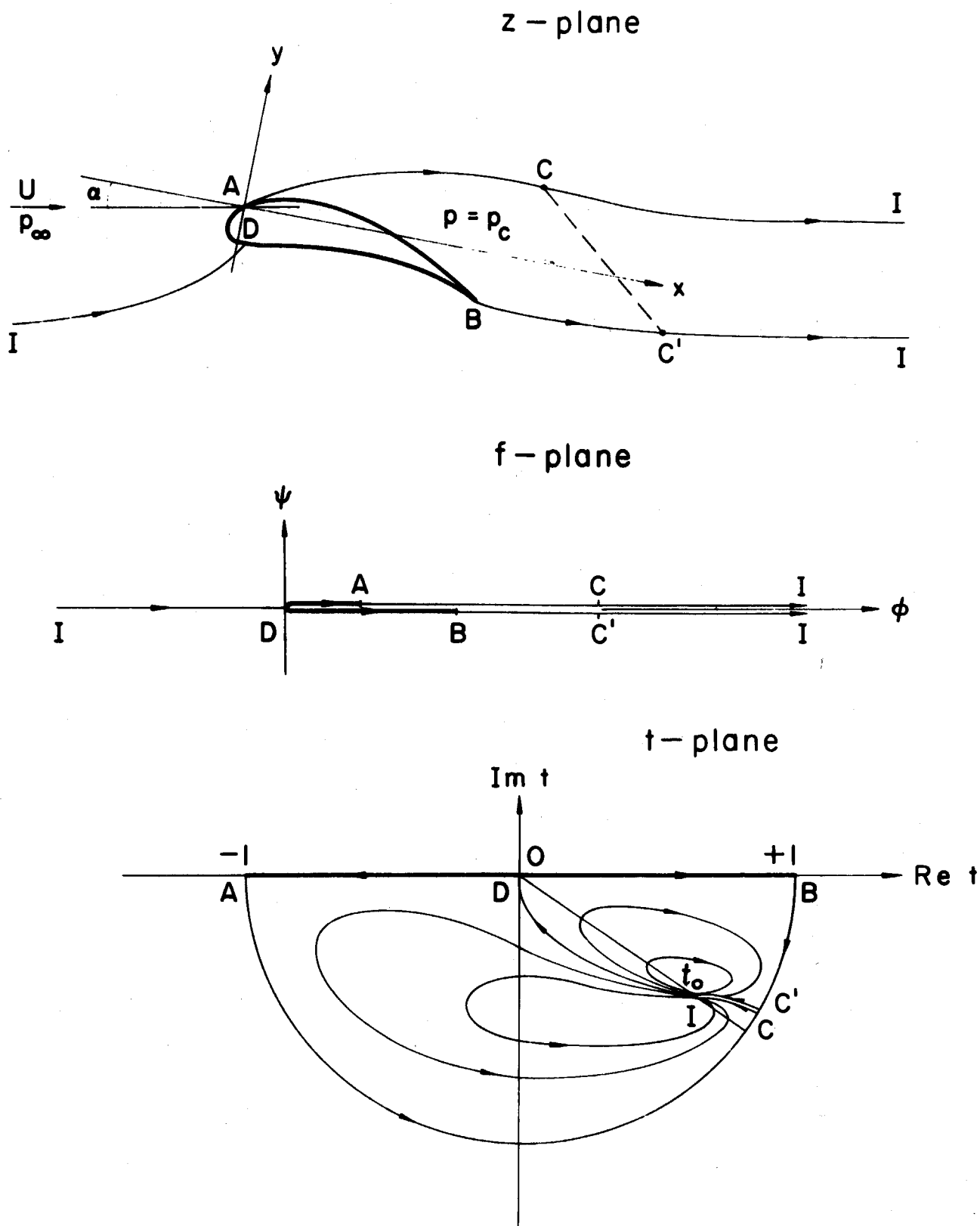


Fig. 1. The free-streamline model for the wake flow past a body of arbitrary profile and its conformal mapping planes.

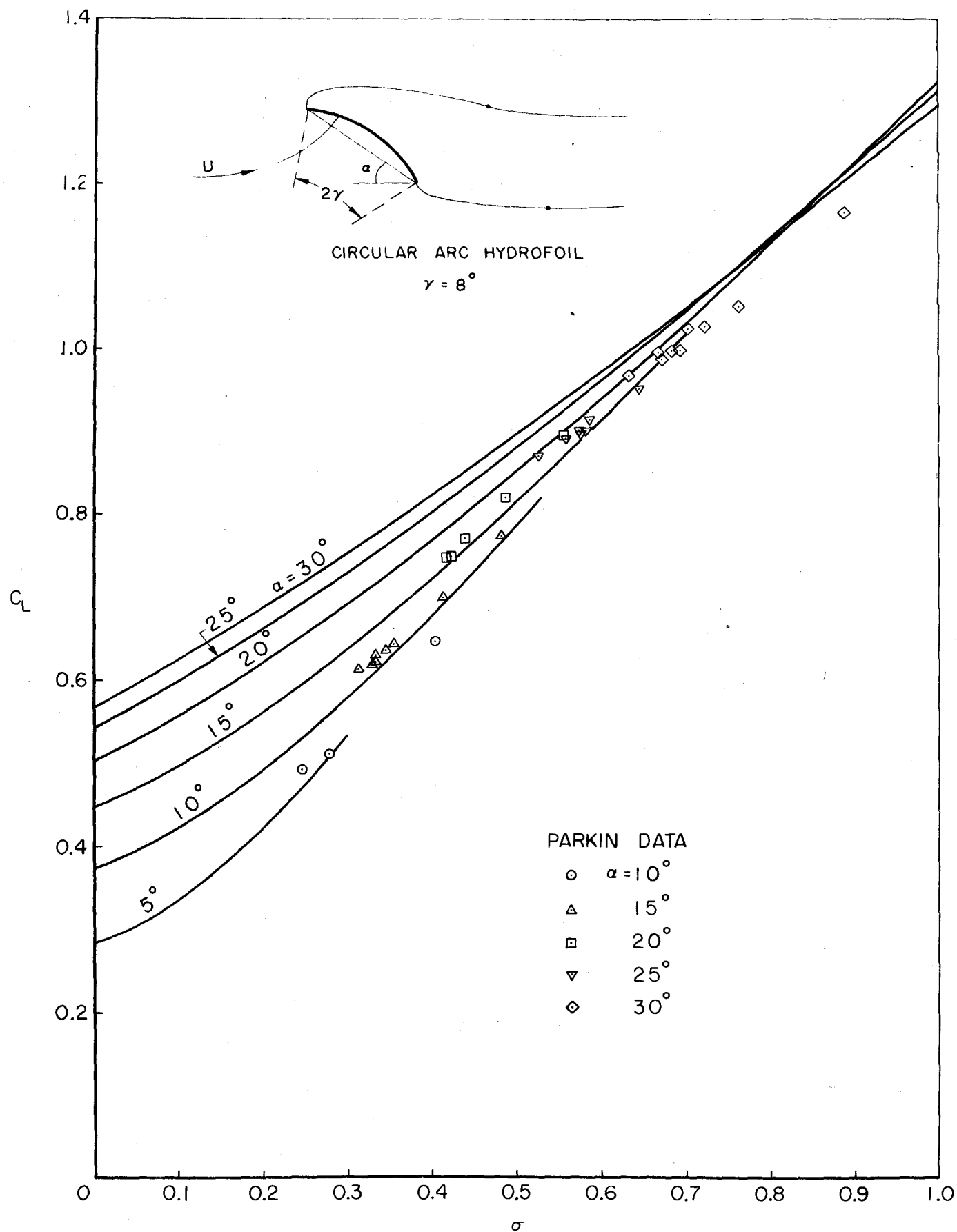


Fig. 2. Variation of C_L with the cavitation number σ for an inclined circular arc hydrofoil of semi-arc angle $\gamma = 8^\circ$.

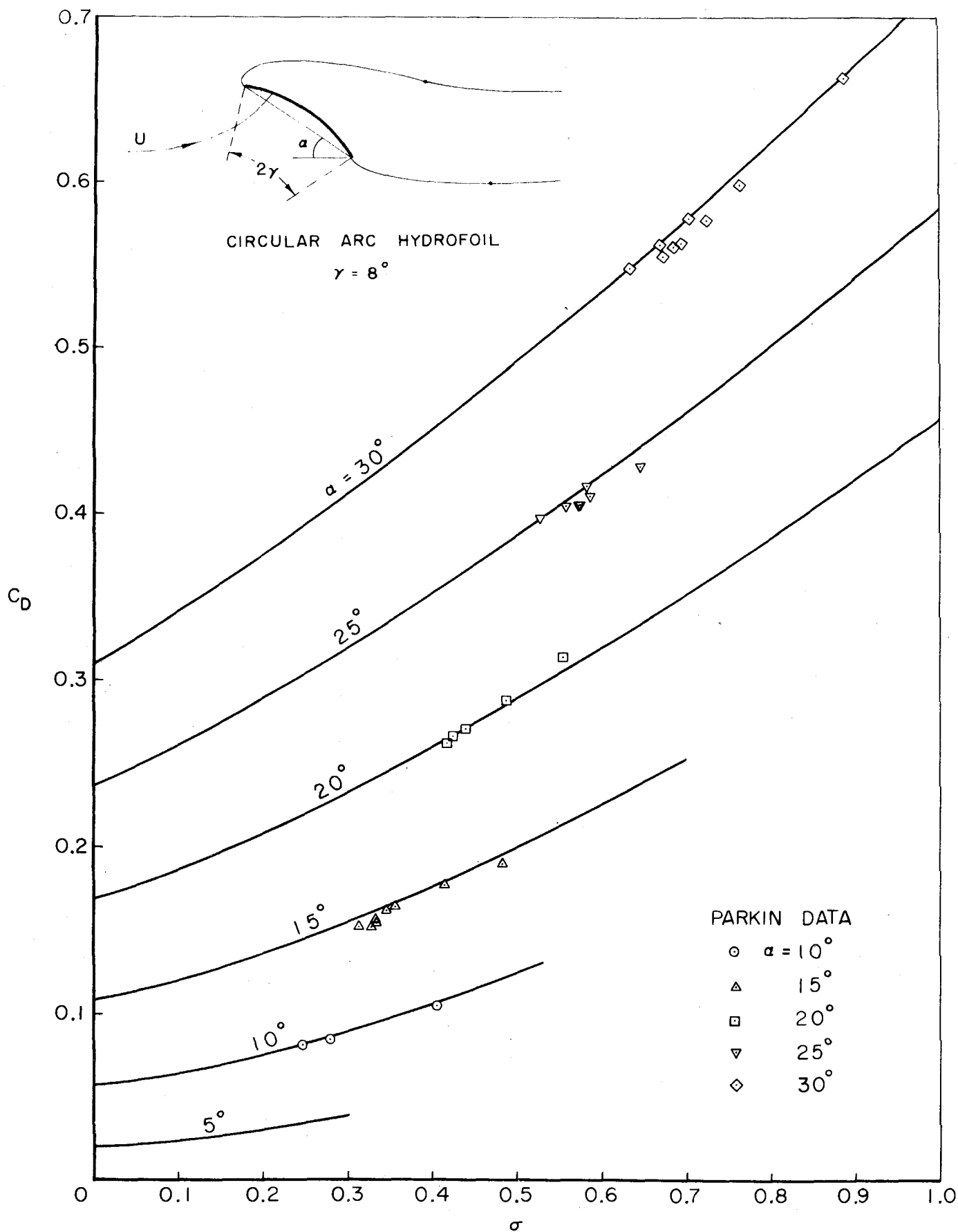


Fig. 3. Variation of C_D with the cavitation number σ for an inclined circular arc hydrofoil of semi-arc angle $\gamma = 8^\circ$.

DISTRIBUTION LIST FOR UNCLASSIFIED TECHNICAL REPORTS

ISSUED UNDER

CONTRACT Nonr 220(41)

(Single copies unless otherwise specified)

Chief of Naval Research
Department of the Navy
Washington 25, D.C.
Attn: Codes 438 (3)

461

463

466

Commanding Officer
Office of Naval Research
Branch Office
495 Summer Street
Boston 10, Massachusetts

Commanding Officer
Office of Naval Research
Branch Office
207 West 24th Street
New York 11, New York

Commanding Officer
Office of Naval Research
Branch Office
1030 East Green Street
Pasadena, California

Commanding Officer
Office of Naval Research
Branch Office
1000 Geary Street
San Francisco 9, California

Commanding Officer
Office of Naval Research
Branch Office
Box 39, Navy No. 100
Fleet Post Office
New York, New York (25)

Director
Naval Research Laboratory
Washington 25, D. C.
Attn: Code 2027 (6)

Chief, Bureau of Naval Weapons
Department of the Navy
Washington 25, D. C.
Attn: Codes RUAW-r
RRRE
RAAD
RAAD-222
DIS-42

Commander
U. S. Naval Ordnance Test Station
China Lake, California
Attn: Code 753

Chief, Bureau of Ships
Department of the Navy
Washington 25, D. C.
Attn: Codes 310

312

335

420

421

440

442

449

Chief, Bureau of Yards and Docks
Department of the Navy
Washington 25, D. C.
Attn: Code D-400

Commanding Officer and Director
David Taylor Model Basin
Washington 7, D. C.
Attn: Codes 108

142

500

513

520

525

526

526A

530

533

580

585

589

591

591A

700

Commander
U.S. Naval Ordnance Test Station
Pasadena Annex
3202 E. Foothill Blvd.
Pasadena 8, California
Attn: Code P-508

Commander
Planning Department
Portsmouth Naval Shipyard
Portsmouth, New Hampshire

Commander
Planning Department
Boston Naval Shipyard
Boston 29, Massachusetts

Commander
Planning Department
Pearl Harbor Naval Shipyard
Navy No. 128, Fleet Post Office
San Francisco, California

Commander
Planning Department
San Francisco Naval Shipyard
San Francisco 24, California

Commander
Planning Department
Mare Island Naval Shipyard
Vallejo, California

Commander
Planning Department
New York Naval Shipyard
Brooklyn 1, New York

Commander
Planning Department
Puget Sound Naval Shipyard
Bremerton, Washington

Commander
Planning Department
Philadelphia Naval Shipyard
U. S. Naval Base
Philadelphia 12, Pennsylvania

Commander
Planning Department
Norfolk Naval Shipyard
Portsmouth, Virginia

Commander
Planning Department
Charleston Naval Shipyard
U. S. Naval Base
Charleston, South Carolina

Commander
Planning Department
Long Beach Naval Shipyard
Long Beach 2, California

Commander
Planning Department
U. S. Naval Weapons Laboratory
Dahlgren, Virginia

Commander
U. S. Naval Ordnance Laboratory
White Oak, Maryland

Dr. A. V. Hershey
Computation and Exterior
Ballistics Laboratory
U. S. Naval Weapons Laboratory
Dahlgren, Virginia

Superintendent
U. S. Naval Academy
Annapolis, Maryland
Attn: Library

Superintendent
U. S. Naval Postgraduate School
Monterey, California

Commandant
U. S. Coast Guard
1300 E. Street, N. W.,
Washington, D. C.

Secretary Ship Structure Committee
U. S. Coast Guard Headquarters
1300 E Street, N. W.
Washington, D. C.

Commander
Military Sea Transportation Service
Department of the Navy
Washington 25, D. C.

U. S. Maritime Administration
GAO Building
441 G Street, N. W.
Washington, D. C.
Attn: Division of Ship Design
Division of Research

Superintendent
U. S. Merchant Marine Academy
Kings Point, Long Island, New York
Attn: Capt. L. S. McCready
(Dept. of Engineering)

Commanding Officer and Director
U. S. Navy Mine Defense Laboratory
Panama City, Florida

Commanding Officer
NROTC and Naval Administrative
Massachusetts Institute of Technology
Cambridge 39, Massachusetts

U. S. Army Transportation Research and
Development Command
Fort Eustis, Virginia
Attn: Marine Transport Division

Mr. J. B. Parkinson
National Aeronautics and Space
Administration
1512 H Street, N. W.
Washington 25, D. C.

Director
Langley Research Center
Langley Station
Hampton, Virginia
Attn: Mr. I. E. Garrick
Mr. D. J. Marten

Director Engineering Sciences Division
National Science Foundation
1951 Constitution Avenue, N. W.
Washington 25, D. C.

Director
National Bureau of Standards
Washington 25, D. C.
Attn: Fluid Mechanics Division
(Dr. G. B. Schubauer)
Dr. G. H. Keulegan
Dr. J. M. Franklin

Defense Documentation Center
Arlington Hall Station
Arlington 12, Virginia (20)

Office of Technical Services
Department of Commerce
Washington 25, D. C.

California Institute of Technology
Pasadena 4, California
Attn: Professor M. S. Plesset
Professor T. Y. Wu
Professor A. J. Acosta

University of California
Department of Engineering
Los Angeles 24, California
Attn: Dr. A. Powell

Director
Scripps Institute of Oceanography
University of California
La Jolla, California

Professor M. L. Albertson
Department of Civil Engineering
Colorado A and M College
Fort Collins, Colorado

Professor J. E. Cermak
Department of Civil Engineering
Colorado State University
Fort Collins, Colorado

Professor W. R. Sears
Graduate School of Aeronautical Engineering
Cornell University
Ithaca, New York

State University of Iowa
Iowa Institute of Hydraulic Research
Iowa City, Iowa
Attn: Dr. H. Rouse
Dr. L. Landweber

Massachusetts Institute of Technology
Cambridge 39, Massachusetts
Attn: Department of Naval Architecture
and Marine Engineering
Professor A. T. Ippen

Harvard University
Cambridge 38, Massachusetts
Attn: Professor G. Birkhoff
(Dept. of Mathematics)
Professor G. F. Carrier
(Dept. of Mathematics)

University of Michigan
Ann Arbor, Michigan
Attn: Professor R. B. Couch
(Dept. of Naval Architecture)
Professor W. W. Willmarth
(Aero. Engineering Department)
Professor M. S. Uberoi
(Aero. Engineering Department)

Dr. L. G. Straub, Director
St. Anthony Falls Hydraulic Laboratory
University of Minnesota
Minneapolis 14, Minnesota
Attn: Mr. J. N. Wetzel
Professor B. Silberman

Professor J. J. Foody
Engineering Department
New York State University Maritime College
Fort Schuyler, New York

New York University
Institute of Mathematical Sciences
25 Waverly Place
New York 3, New York
Attn: Professor J. Keller
Professor J. J. Stoker

The Johns Hopkins University
Department of Mechanical Engineering
Baltimore 18, Maryland
Attn: Professor S. Corrsin
Professor O. M. Phillips (2)

Massachusetts Institute of Technology
Department of Naval Architecture and
Marine Engineering
Cambridge 39, Massachusetts
Attn: Professor M. A. Abkowitz, Head

Dr. G. F. Wislicenus
Ordnance Research Laboratory
Pennsylvania State University
University Park, Pennsylvania
Attn: Dr. M. Sevik

Professor R. C. DiPrima
Department of Mathematics
Rensselaer Polytechnic Institute
Troy, New York

Director
Woods Hole Oceanographic Institute
Woods Hole, Massachusetts

Stevens Institute of Technology
Davidson Laboratory
Castle Point Station
Hoboken, New Jersey
Attn: Mr. D. Savitsky
Mr. J. P. Breslin
Mr. C. J. Henry
Mr. S. Tsakonas

Webb Institute of Naval Architecture
Crescent Beach Road
Glen Cove, New York
Attn: Professor E. V. Lewis
Technical Library

Executive Director
Air Force Office of Scientific Research
Washington 25, D. C.
Attn: Mechanics Branch

Commander
Wright Air Development Division
Aircraft Laboratory
Wright-Patterson Air Force Base, Ohio
Attn: Mr. W. Mykytow, Dynamics
Branch

Cornell Aeronautical Laboratory
4455 Genesee Street
Buffalo, New York
Attn: Mr. W. Targoff
Mr. R. White.

Massachusetts Institute of Technology
Fluid Dynamics Research Laboratory
Cambridge 39, Massachusetts
Attn: Professor H. Ashley
Professor M. Landahl
Professor J. Dugundji

Hamburgische Schiffbau-Versuchsanstalt
Bramfelder Strasse 164
Hamburg 33, Germany
Attn: Dr. O. Grim
Dr. H. W. Lerbs

Institut fur Schiffbau der
Universitat Hamburg
Berliner Tor 21
Hamburg 1, Germany
Attn: Prof. G. P. Weinblum, Director

Transportation Technical Research Institute
1-1057, Mejiro-Cho, Toshima-Ku
Tokyo, Japan

Max-Planck Institut fur Stromungsforschung
Bottingerstrasse 6/8
Gottingen, Germany
Attn: Dr. H. Reichardt

Hydro-og Aerodynamisk Laboratorium
Lyngby, Denmark
Attn: Professor Carl Prohaska

Shipsmodelltanken
Trondheim, Norway
Attn: Professor J. K. Lunde
Versuchsanstalt fur Wasserbau und
Schiffbau
Schleuseninsel im Tiergarten
Berlin, Germany
Attn: Dr. S. Schuster, Director
Dr. H. Schwanecke
Dr. Grosse

Technische Hogeschool
Institut voor Toegepaste Wiskunde
Julianalaan 132
Delft, Netherlands
Attn: Professor R. Timman

Bureau D'Analyse et de Recherche
Appliquees
47 Avenue Victor Bresson
Issy-Les-Moulineaux
Seine, France
Attn: Professor Siestrunk

Netherlands Ship Model Basin
Wageningen, The Netherlands
Attn: Dr. Ir. J. D. vanManen

National Physical Laboratory
Teddington, Middlesex, England
Attn: Mr. A. Silverleaf, Superintendent
Ship Division
Head, Aerodynamics Division

Head, Aerodynamics Department
Royal Aircraft Establishment
Farnborough, Hants, England
Attn: Mr. M. O. W. Wolfe

Dr. S. F. Hoerner
148 Busteed Drive
Midland Park, New Jersey

Boeing Airplane Company
Seattle Division
Seattle, Washington
Attn: Mr. M. J. Turner

Electric Boat Division
General Dynamics Corporation
Groton, Connecticut

Attn: Mr. Robert McCandliss
General Applied Sciences Labs., Inc.
Merrick and Stewart Avenues
Westbury, Long Island, New York
Gibbs and Cox, Inc.
21 West Street
New York, New York

Lockheed Aircraft Corporation
Missiles and Space Division
Palo Alto, California
Attn: R. W. Kermeen

Grumman Aircraft Engineering Corp.
Bethpage, Long Island, New York
Attn: Mr. E. Baird
Mr. E. Bower
Mr. W. P. Carl

Midwest Research Institute
425 Volker Blvd.
Kansas City 10, Missouri
Attn: Mr. Zeydel

Director, Department of Mechanical
Sciences
Southwest Research Institute
8500 Culebra Road
San Antonio 6, Texas
Attn: Dr. H. N. Abramson
Mr. G. Ransleben
Editor, Applied Mechanics
Review

Convair
A Division of General Dynamics
San Diego, California
Attn: Mr. R. H. Oversmith
Mr. H. T. Brooke

Hughes Tool Company
Aircraft Division
Culver City, California
Attn: Mr. M. S. Harned

Hydronautics, Incorporated
Pindell School Road
Howard County
Laurel, Maryland
Attn: Mr. Phillip Eisenberg

Rand Development Corporation
13600 Deise Avenue
Cleveland 10, Ohio
Attn: Dr. A. S. Iberall

U. S. Rubber Company
Research and Development Department
Wayne, New Jersey
Attn: Mr. L. M. White

Technical Research Group, Inc.
2 Aerial Way
Syosset, Long Island, New York
Attn: Mr. Jack Kotik

Mr. C. Wigley
Flat 102
6-9 Charterhouse Square
London, E. C. 1, England

AVCO Corporation
Lycoming Division
1701 K Street, N. W.
Apt. No. 904
Washington, D. C.
Attn: Mr. T. A. Duncan

Mr. J. G. Baker
Baker Manufacturing Company
Evansville, Wisconsin

Curtiss-Wright Corporation Research
Division
Turbomachinery Division
Quehanna, Pennsylvania
Attn: Mr. George H. Pedersen

Dr. Blaine R. Parkin
AiResearch Manufacturing Corporation
9851-9951 Sepulveda Boulevard
Los Angeles 45, California

The Boeing Company
Aero-Space Division
Seattle 24, Washington
Attn: Mr. R. E. Bateman
(Internal Mail Station 46-74)

Lockheed Aircraft Corporation
California Division
Hydrodynamics Research
Burbank, California
Attn: Mr. Bill East

National Research Council
Montreal Road
Ottawa 2, Canada
Attn: Mr. E. S. Turner

The Rand Corporation
1700 Main Street
Santa Monica, California
Attn: Technical Library

Stanford University
Department of Civil Engineering
Stanford, California
Attn: Dr. Byrne Perry
Dr. E. Y. Hsu

Dr. Hirsh Cohen
IBM Research Center
P. O. Box 218
Yorktown Heights, New York

Mr. David Wellinger
Hydrofoil Projects
Radio Corporation of America
Burlington, Massachusetts

Food Machinery Corporation
P. O. Box 367
San Jose, California
Attn: Mr. G. Tedrew

Dr. T. R. Goodman
Oceanics, Inc.
Technical Industrial Park
Plainview, Long Island, New York

Professor Brunelle
Department of Aeronautical Engineering
Princeton University
Princeton, New Jersey

Commanding Officer
Office of Naval Research Branch Office
86 East Randolph Street
Chicago 1, Illinois